

The national interest. Approved For Release 2002/02/06 : CIA-RDP86-00244R000200050005-2
of S. 2754 would establish federal machinery for more intensive salesmanship, better communications about export opportunities, more favorable financing arrangements with the Export-Import Bank, upgrading of the Commerce Department's international section, and rearrangement of foreign trade zones to expand duty-free operations by U. S. companies.

Although U. S. business interests have historically supported all of the bill's aims and objectives, the impetus for approval comes from the United States' adverse balance of payments. Magnuson says, "History makes it abundantly clear that a nation either trades or fades. It is also clear that the continuation of our nation as a trading nation requires a great effort to become more competitive and to increase exports."

Congress gets a new A-E procurement bill

A bill requiring that design professionals on federal projects be selected on the basis of qualifications and not price has been reintroduced in the House by Rep. Jack Brooks (D-Tex.)

A similar bill cleared the House in 1970 (ENR 12/10/70 p. 47) and came close to Senate approval. Since then, many of the professional societies have kept the issue alive.

The new bill (H.R.1280) is practically identical to the earlier one. It requires that federal buildings and other structures be designed "by the most qualified architects and engineers who offer their services at reasonable prices to the government," explains Brooks. Although it doesn't include a 1970 amendment that covered Defense Department work, the plan is to attach such an amendment on the floor.

The general provisions are favored by most federal agencies that buy A-E services. However, the General Accounting Office has criticized lack of

way, but it doesn't believe S. 2754 far enough. Andrew J. Biemiller, the federation's chief lobbyist, says changed world trading conditions require "far stronger measures."

The central problem, Biemiller says, is that present conditions make it more attractive to export factories, technology and jobs than manufactured goods.

However, Golson says improved trade would make a big difference. According to him, NCA, AGC and CEC members have a total volume of \$70 billion in contracts, and, of that amount, over 10% is performed abroad. And, he adds, 60% of the value of foreign work goes for equipment such as boilers, turbines and pumps.

The sale of these items abroad, Golson points out, would help ease the balance of payments crisis.

price competition in the procurement of A-E services.

One of the main obstacles to the bill is the opposition of Rep. Chet Holifield (D-Calif.), Government Operations Committee chairman, who wants to wait until the Commission on Government Procurement reports its findings.

Meanwhile, opponents in the Senate are mustering their forces in apparent belief that price competition, even among professionals, is highly desirable. Moreover, the President's Office of Management and Budget, which must pass on legislative recommendations from the Administration, has turned somewhat cool to the idea, although it favored approval two years ago.

Finally, the Justice Department's current efforts to force various professional societies to remove from their canons of ethics language that precludes competitive bidding (ENR 1/27 p. 11) could have an impact of unknown proportions on the Brooks bill.

However, a number of leading professional societies that have informally organized to promote the bill plan to put all their political muscle behind it. Among them are the American Society of Civil Engineers, American Institute of Architects, Consulting Engineers Council, National Society of Professional Engineers, American Institute of Consulting Engineers, and the engineering community of the American Society of Professional Engineers. Builders Association.

Design commission will release Seattle stadium dome to bidders

The King County Design Commission next week will release performance specifications for the roof of the Seattle stadium, which has been in various stages of design since voters approved a \$40-million bond proposal in 1963.

It is anticipated that the specifications will call for an opaque, circular roof spanning about 660 ft with spring points about 140 ft above grade. The performance specifications will cover complete design, fabrication and erection of the roof with supporting perimeter beam or tension ring structures for attachment to planned supporting columns. The new stadium is planned for a seating capacity of 60,000 and costs will be limited to \$30 million (ENR 12/16/71 p. 21).

The stadium's joint-venture design team of architect Naramore, Bain, Brady and Johanson, Seattle; structural engineer Skilling, Helle, Christiansen, Robertson, also Seattle; and engineer-architect Praeger-Kavanagh-Waterbury, New York City, has had final schematics for a reinforced concrete stadium design approved. These plans include design of a thin-shell concrete domed roof.

According to a design team spokesman, calling for bids on the roof does not make it a design competition, but strictly a dollars and cents evaluation. The design and construct proposals are due April 16. The bids from contractors for the design team's thin-shell roof will also be due on the same date. The roof is just one of the elements of the stadium that is going to be bid separately. Others include pilings, precast concrete seating, and air conditioning and ventilating units.

Sources close to the stadium design concede that this procedure is perhaps slightly unusual, but say that its reasons are largely political, presumably meaning that the move is aimed at giving the state's lumber interests as well as others with patented domed-roof designs a chance to compete. At the same time, the design team of Naramore, Skilling and Praeger that, as consultant to King County Design Commission, will help evaluate the proposals, feels its thinshell concrete design will prove out to be the cheapest.

A general contract for the entire stadium project is expected to be let by the state next year. Completion scheduled for mid-1974.



Rep. Jack Brooks
"Qualifications, not price."